SCIO CHURCH SERVICE DRIVE TRAFFIC CALMING
MEETING #1 DISCUSSION SUMMARY

Date: February 21, 2019
Time: 6:15 to 8:15 p.m.
Location: Dicken Elementary School Multipurpose room
Attendees:

Public Present: 5 (*See Appendix A: Sign in Sheet*)
Councilmembers Present: Jack Eaton (Ward 4) and Elizabeth Nelson (Ward 4)
City Staff Present: Kayla Coleman (Systems Planning), Henry Outlaw (Systems Planning), Cynthia Redinger (Engineering) and Andrea Wright (Engineering)

Meeting Notes

The following is not a direct transcript of the meeting discussion. The following summary has been developed from notes taken during the meeting; comments are paraphrased. Answers/ responses from Staff are marked with an '**a**'. Where clarifications or responses have been added after the meeting, these are denoted as "*post-meeting notes*."

Traffic Calming Process

A brief overview of the Traffic Calming process was provided. Refer to the Traffic Calming Guidebook available at a2gov.org/trafficcalming for additional information on the Traffic Calming process; we are currently at Step 3: Meeting #1 Orientation/Workshop. Considering starter ideas shared at Meeting #1, community feedback, street conditions, utility locations, and engineering best practices, staff will develop a preliminary plan for Meeting #2 and final plan for final polling. If the final poll responses indicate sufficient support for all or part of the final plan then council action will determine whether to construct the proposed devices.

1. Device #1: Why is the placement of this device not closer to Seventh St.
    a. Device placement was selected to provide even spacing between devices. The even interval between devices provides the most uniform results.

2. Device #3: Is there a standard for placing crosswalks at the intersection verses offset from the intersection, as shown here? I am surprised that the crosswalk is not at the intersection of Scio Church Service Drive and Chaucer Dr.
    a. Thank you for bringing up this concern as it will help staff prepare for the next Scio Church Road project public meeting to be held on March 13, 2019.

3. Will there be a Rectangular Rapid Flashing Beacon (RRFB) for the crosswalk across Scio Church Road near Chaucer?
    a. Thank you for bringing up this concern as it will help staff prepare for the next Scio Church Road project public meeting to be held on March 13, 2019. *Post meeting note: There are no plans at this time for a Rapid Rectangular Flashing Beacon (RRFB) to be installed at this proposed crosswalk. As part of the project's construction, there will be two streetlights placed on either side of the crosswalk to provide positive contrast lighting. The opportunity for RRFB installation at this crosswalk is currently under further review.*

4. Device #2: if resident at 681 Scio Church were unhappy with the device placement then the resident at 719 would be willing to have the device placed in front of their property.

5. Will drainage still be maintained?
    a. Neighbors should not expect any change in drainage pattern due to traffic calming device installation.

6. Could the street be closed at one end?
    a. Street closures are not part of the Traffic Calming program. Street closures, or cul-de-sacs, are significant changes to the transportation network. *Post meeting note: Street closures, including physical cul-de-sacs and movable barricades or barriers, are not part of the Traffic Calming program. Street closures are significant changes to the transportation network and create major impacts on neighborhood connectivity; provision of basic City services such as solid waste collection, street sweeping and snow removal; and parallel routes. The Traffic calming program has been created to change driver behavior on a corridor with devices that fit in the existing street footprint. Installing a cul-de-sac would require area-wide study and transportation planning, engagement with multiple areas of City service, and engagement with the larger community. Additionally, cul-de-sac streets are subject to the following regulation:*
        - *International Fire Code (IFC) 2009 Appendix D103.4 (also adopted by reference through City of Ann Arbor Code of Ordinance, Title IX, Chapter 111, Section 9:101): turnaround requirements for dead-end fire apparatus access roads in excess of 150 feet shall provide one of the following turnaround options: 96-foot-diameter cul-de-sac, 120-foot hammerhead or 60-foot "Y" turnaround.*
        - *City Standard Specifications (a2gov.org/StandardSpecifications) limit cul-de-sac length to 600 feet; reference Division II: Design Standards, section 7H. 'Cul-de-sacs'*

7. During previous temporary closures, cars drove (sped) down the street and then turned around and floored it out when they found they could not get through.

8. The I-94 sign on Scio Church needs to be evaluated it seems to be directing traffic towards the service Drive.
    a. *Post meeting note: This concern is being evaluated by city staff.*

9. Meeting participants expressed a strong preference for raised devices.

Results of the polling activity conducted at Meeting #1 are provided as Appendix B.

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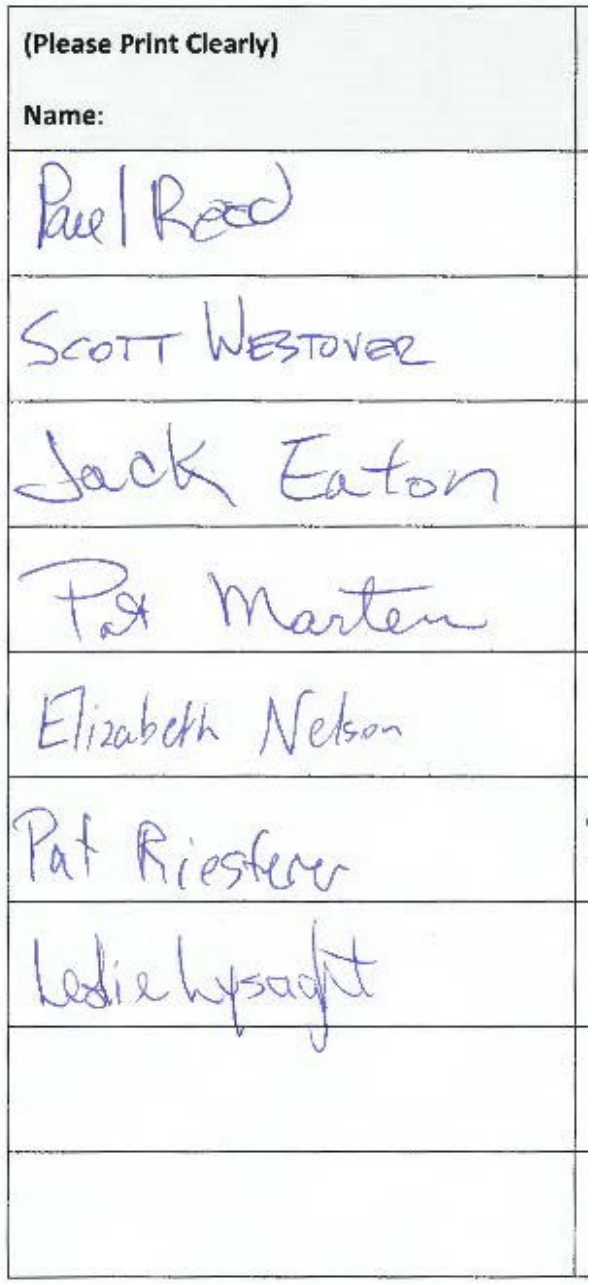
Appendix A: Sign in sheet



(Please Print Clearly) Name:
Paul Reed
Scott Westover
Jack Eaton
Pat Marten
Elizabeth Nelson
Pat Riesterer
Leslie Lysaght

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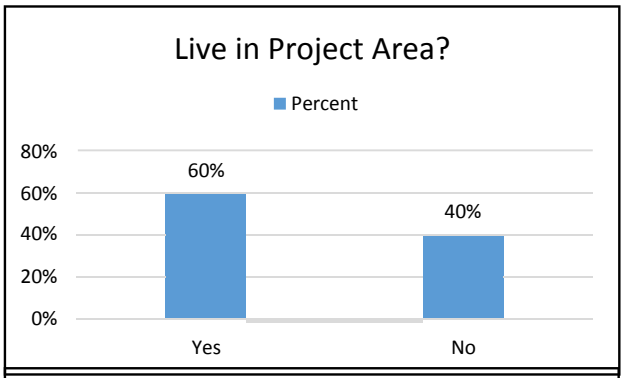
Appendix B: Meeting #1 Polling Results

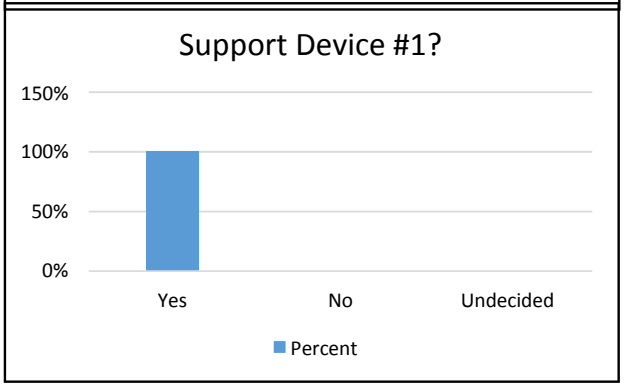
1. Do you live in the designated project area? (Scio Church Service Drive between S. Seventh St – Chaucer Dr) (Multiple Choice)

Responses		
_	Percent	Count
Yes	60%	3
No	40%	2
Totals	100%	5



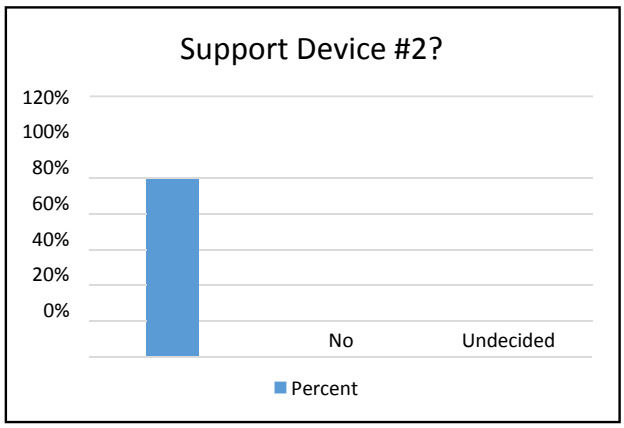
2. Do you support device #1? (Multiple Choice)

Responses		
_	Percent	Count
Yes	100%	3
No	0%	0
Undecided	0%	0
Totals	100%	3



3. Do you like device #2 concept? (Multiple Choice)

Responses		
_	Percent	Count
Yes	100%	3
No	0%	0
Undecided	0%	0
Totals	100%	3



4. Do you like device #3 concept? (Multiple Choice)

Responses		
_	Percent	Count
Yes	100%	3
No	0%	0
Undecided	0%	0
Totals	100%	3